

**Bureau of Land Management
Socorro Field Office
Resource Management Plan Revision and
Environmental Impact Statement**

**OFF-HIGHWAY VEHICLE USE:
PUBLIC WORKSHOPS REPORT**

**U.S. Department of Interior
Bureau of Land Management
Socorro Field Office**

August 2003

TABLE OF CONTENTS

1.0	Introduction	1
1.1	Background.....	1
1.2	Off-Highway Vehicle Use	1
1.2.1	Law, Regulation, and Policy	1
1.2.2	Potential Development.....	3
1.2.3	Increased Number of OHV Registrations	4
1.2.4	Increased Number of Hunting Permits	4
1.3	Continued Public Involvement	4
1.3.1	Announcements	6
1.3.2	Public Meetings	7
2.0	Comment Summary	8
2.1	Introduction.....	8
2.2	Summary of Public Comments	8
2.2.1	Questions and Concerns.....	9
2.2.2	Management Suggestions	11
3.0	Summary of Future Steps.....	21
3.1	Introduction.....	21
3.2	Project Status	21

Appendices

A – Harvest and Permit Estimates for Mule Deer and Elk in Socorro and Catron Counties

LIST OF MAPS AND TABLES

Map 1	RMPR Planning Area	2
Map 2	Proposed Development.....	5
Table 1	Off-highway Vehicle Increase	4
Table 2	Public Meetings.....	7
Table 3	Public Meeting Attendance and Comments	8
Table 4	Consolidated Comments from OHV Focus Workshops.....	14

LIST OF ACRONYMS AND ABBREVIATIONS

ACEC	Area of Critical Environmental Concern
BLM	Bureau of Land Management
CFR	Code of Federal Regulations
DOI	Department of Interior
EIS	Environmental Impact Statement
EO	Executive Order
FLPMA	Federal Land Policy and Management Act
GPS	Global Positioning System
I-25	Interstate 25
MOA	Memorandum of Agreement
NM 12	New Mexico State Highway 12
NMDGF	New Mexico Department of Game and Fish
OHV	off-highway vehicle
RAC	Resource Advisory Council
RMP	Resource Management Plan
RMPR	Resource Management Plan Revision
SUV	Sport Utility Vehicle
US 60	U.S. Highway 60
USDI	U.S. Department of the Interior
WSA	Wilderness Study Area

1.0 INTRODUCTION

1.1 BACKGROUND

The Bureau of Land Management (BLM) Socorro Field Office continues the planning process to revise its 1989 Resource Management Plan (RMP), which guides BLM's management of public land in Socorro and Catron Counties, New Mexico (Map 1). The RMP Revision (RMPR) will update current management in response to new legislation, changing policies, and changing uses of public land and its resources.

The initial period for defining or "scoping" the issues associated with the RMPR and Environmental Impact Statement (EIS) began in early May 2002 and ended in mid-September 2002. Written comments were submitted by agencies and the public on comment forms and in letters; and oral comments were recorded from the public meetings, held in late August 2002, and agency coordination meetings during August and September 2002.

All of the comments and questions were compiled, reviewed, and analyzed to identify the preliminary issues that will be addressed in the RMPR/EIS. The comments received were summarized in the Scoping Report distributed to the public in September 2002. The Scoping Report is available online on the BLM Socorro Field Office planning website at www.nm.blm.gov.

1.2 OFF-HIGHWAY VEHICLE USE

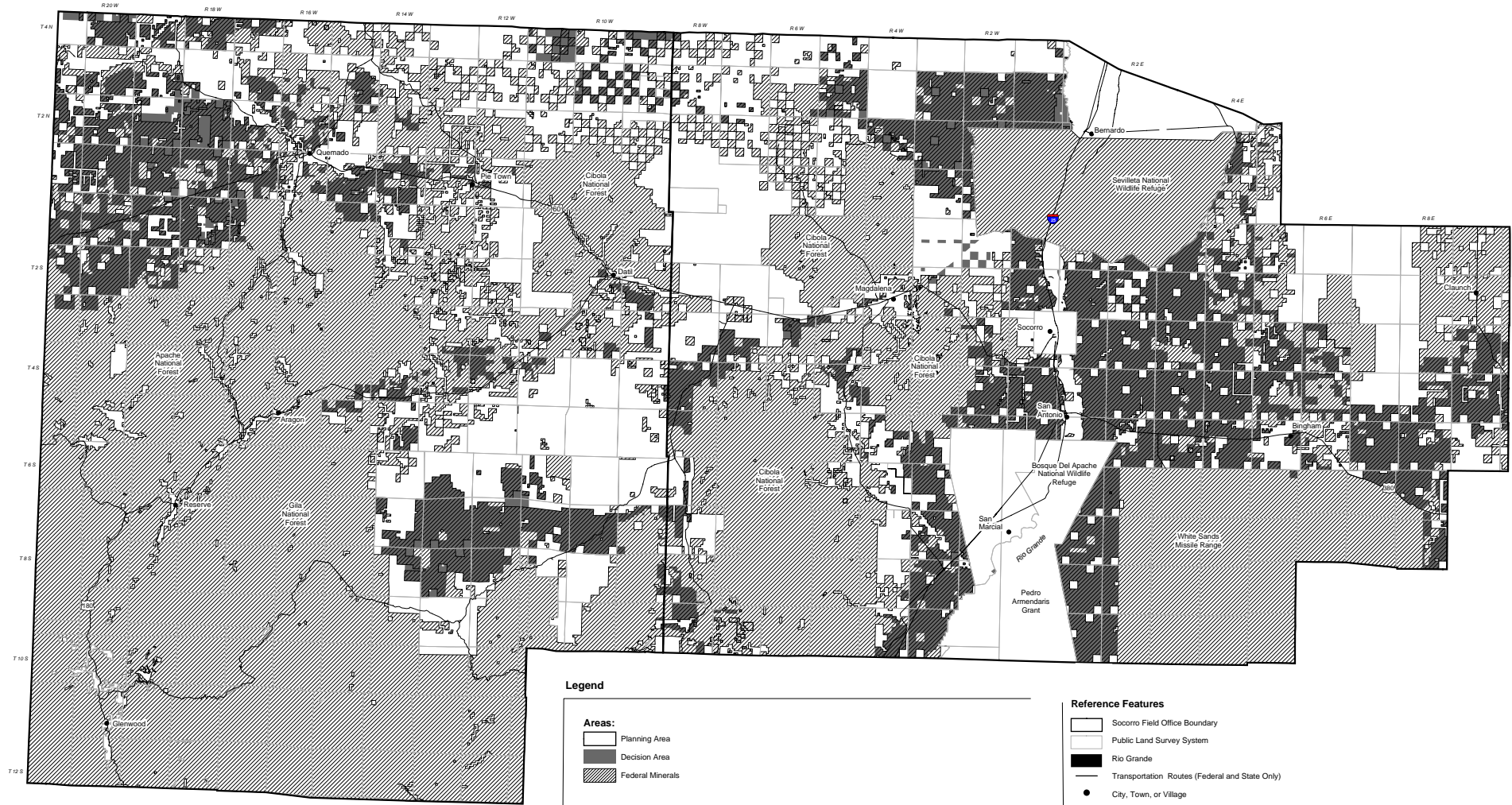
Among the issues identified during scoping, the topic of off-highway vehicle (OHV) use was raised at all three of the scoping meetings in August 2002, and comments received represented diverse opinions about OHV use. Some people were opposed to OHV use because of the damage to the environment that can result and suggested that permits or other form of restrictions should be imposed in the RMPR. Several people suggested that OHV use should be restricted to existing roadways or to specific OHV-use areas. Other suggestions were to establish trails exclusively for OHV use to eliminate conflict with other recreation users while maintaining access to public land for everyone. Because of the diversity of opinions, BLM recognized the importance of clarifying and refining the opinions in order to develop balanced OHV use decisions.

After the initial scoping was completed, BLM thoroughly reviewed the law and current policy associated with OHV use and gathered information on three topics relevant to the current and potential future use of OHVs on public land.

1.2.1 Law, Regulation, and Policy

Various laws, regulations, and policies affect the management of OHV use on BLM-administered public land. Each law, regulation, and policy is listed below with a brief description of how it applies to BLM's management.

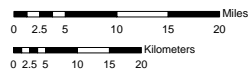
The Federal Land Policy and Management Act of 1976 (FLPMA) stipulates that land management be on the basis of multiple use and sustained yield, provide for outdoor recreation, and be managed in a manner that will protect the quality of the environment and, where appropriate, will preserve and protect certain public lands in their natural conditions.



RMPR Planning Area Socorro Field Office RMP/EIS

July 1, 2003

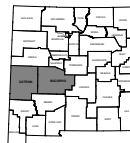
Universal Transverse Mercator
Zone 13, Unit Meter
GRS 1983 datum
NAD83 datum



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Location in New Mexico



Legend

- Areas:**
- Planning Area
 - Decision Area
 - Federal Minerals

Reference Features

- Socorro Field Office Boundary
- Public Land Survey System
- Rio Grande
- Transportation Routes (Federal and State Only)
- City, Town, or Village

Source:
Base Map Information: BLM, Socorro Field Office 2003
Jurisdiction Information: BLM, Socorro Field Office 2003
Federal Minerals Information: BLM, Socorro Field Office 2003

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URS
Map 1

FLPMA also states that “land use plans...coordinate the land use inventory, planning, and management activities of or for such lands with the land use planning and management programs of other Federal departments and agencies and of the States and local governments within which the lands are located, including...the statewide outdoor recreation plans....”

Executive Order (EO) 11644, *Use of Off-Road Vehicles on the Public Lands* (as amended by EO 11989) was signed by Richard Nixon in 1972 to ensure that the use of off-road (off-highway) vehicles on public lands would be controlled and directed so as to protect the resources of those lands, promote the safety of all users of those lands, and minimize conflicts among the various uses of those lands. This EO required Federal agencies to designate specific areas where OHV use would be permitted and areas where OHV use would be prohibited.

OHV use on public lands managed under the U.S. Department of the Interior (USDI) also is regulated by Title 43 Code of Federal Regulations Part 8340 (43 CFR 8340). These regulations establish the criteria for designating public lands as open, limited, or closed to OHV use and for establishing controls governing the use and operation of OHVs in such areas.

BLM Manual 8340 provides policy guidance for managing OHV use on public land consistent with 43 CFR Part 8340. The objectives of OHV management are to provide for public needs and demands, public safety, and natural resource protection, while minimizing user conflicts. This manual also sets forth the policy that OHV use is an acceptable use of public land wherever it is compatible with established resource management objectives.

BLM Handbook H-8550-1, *Interim Management Policy for Lands Under Wilderness Review*, provides policy direction with respect to motorized and mechanized vehicles in Wilderness Study Areas (WSAs) (BLM 1995). According to part I.B.11 of this handbook, motor vehicles and mechanical transport may be allowed off existing roads and trails (1) for emergencies and search and rescue operations; (2) for official purposes by BLM and other agencies for protecting human life, safety and property; and (3) to build or maintain authorized structures.

BLM Handbook H-1601-1 (Appendix C, p 13), the Land Use Planning Handbook, directs Field Offices that “[at] a minimum, the OHV designations for WSAs must be “limited” to ways and trails existing at the time of inventory [1980]....”

Based on the laws, regulations, and policies described above, BLM must balance opportunities for OHV use and protection of multiple resources from degradation. FLPMA provides for multiple uses of public land, including OHV use. OHV use is described further as an acceptable use of public land in 43 CFR 8340 and BLM Manual 8340. However, FLPMA and EO 11644 indicate that OHV use on public land should be managed to protect the quality of the environment and minimize user conflicts, respectively. Further, 43 CFR 8340 states that OHV use shall be managed through the designation of areas where OHV use will be allowed or prohibited.

1.2.2 Potential Development

BLM investigated which areas of Socorro and Catron Counties are proposed for development adjacent to or nearby public land. In Socorro County, urban development has been proposed along the Interstate 25 (I-25) corridor from just south of San Antonio, New Mexico north to the boundary of the Sevilleta National Wildlife Refuge. Another area of proposed urban development in Socorro County is located along U.S. Highway 60 (US 60) east of Bernardo. In Catron County, numerous areas of scattered development have been proposed. The largest proposed urban developments in Catron County are located

along US 60 near the Arizona border, north of US 60 between Quemado and Pie Town, along New Mexico State Highway 12 (NM 12) southwest of Datil, and immediately north of Horse Mountain. The proposed development areas in the I-25 corridor and those near the Arizona border tend to be surrounded primarily by public lands (Map 2). Urban developments located near public land often exhibit increasing use (including OHV use) or result in increasing public requests for access across BLM-administered public land (potentially leading to additional routes or trails and greater pressure on the land and its resources).

1.2.3 Increased Number of OHV Registrations

BLM examined registration records from the State of New Mexico Department of Motor Vehicles, which indicate that registrations of OHVs in each county, as well as the State of New Mexico, have nearly doubled to quadrupled since 1990. Table 1 summarizes this increase of off-highway, motorcycle, and truck registrations from 1990 to 2000.

TABLE 1
OFF-HIGHWAY VEHICLE INCREASE

Geographic Area	Vehicle Type	1990	2000	Percent Change
Socorro County	Off-highway	23	119	417%
	Motorcycle	206	156	-24%
	Truck	4,003	5,116	28%
Catron County	Off-highway	21	41	95%
	Motorcycle	52	84	62%
	Truck	1,532	2,178	42%
New Mexico	Off-highway	2,995	7,457	149%
	Motorcycle	26,126	25,408	-3%
	Truck	401,315	498,292	24%

SOURCE: New Mexico Department of Motor Vehicles 2003.

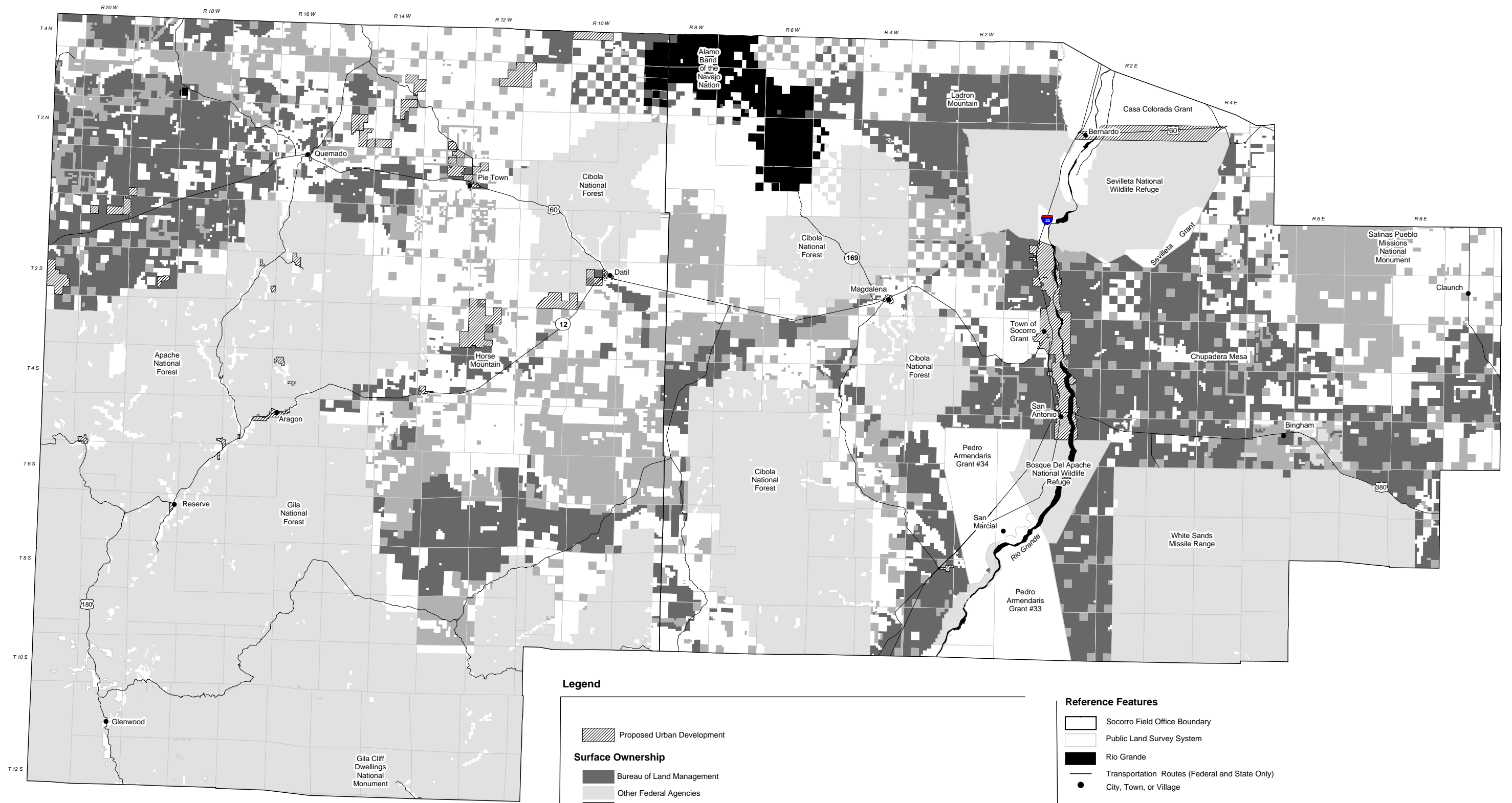
NOTE: Trucks include sport utility vehicles (SUVs).

1.2.4 Increased Number of Hunting Permits

BLM examined the number of permits for hunting elk issued by the New Mexico Department of Game and Fish (NMDGF) within the two-county area. Between 1990 and 2000, permits for hunting elk increased significantly, from several hundred in 1990 to more than a thousand in 2000 within several hunting units in western Catron County. The estimated number of hunters for deer has decreased in some hunting management units within the Planning Area and remained steady in others between 1990 and 2000. Appendix A includes harvest and permit estimates for mule deer and elk acquired from the NMDGF, as well as a map showing hunt units managed by the NMDGF.

1.3 CONTINUED PUBLIC INVOLVEMENT

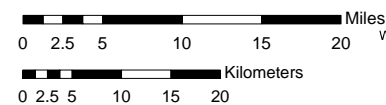
Integral to the planning process is the public participation program, which keeps relevant agencies and the interested public engaged in the progress of the planning process. Generally, opportunities for public participation include scoping, public meetings, focus group discussions, planning bulletin mailings, and hearings, which occur at key milestones throughout the process. To gain a better understanding of public sentiment regarding OHV use on public land, BLM conducted three workshops focusing on OHV use.



Proposed Development Socorro Field Office RMPR/EIS

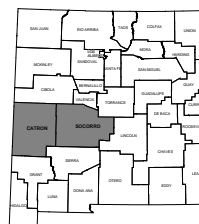
July 1, 2003

Universal Transverse Mercator
Zone 13, Units Meters
GRS 1980 Spheroid
NAD83 Datum



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Location in
New Mexico



Legend

Proposed Urban Development

Surface Ownership

Bureau of Land Management
 Other Federal Agencies
 Indian Reservation
 State
 Private

Reference Features

Socorro Field Office Boundary
 Public Land Survey System
 Rio Grande
 Transportation Routes (Federal and State Only)
 City, Town, or Village

Source:
Base Map Information: BLM, Socorro Field Office 2003
Jurisdiction Information: BLM, Socorro Field Office 2003

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URS
Map 2

The purpose of the public workshops was to exchange information. BLM provided educational information to help the public understand current law, BLM management, and land management challenges so that the public could respond with insightful concerns, ideas, and suggestions for future OHV management on public land in the two-county area. BLM announced the public meetings through various means, described below.

1.3.1 Announcements

The OHV workshops were announced through a planning bulletin, media releases in several newspapers, and telephone calls to individuals expressing particular interest previously.

Planning Bulletin

BLM prepared Planning Bulletin 2 to send to the entities on BLM's mailing list, which includes Federal, State, County, and local agencies; organizations; special-interest groups; and other interested parties. The bulletin provided an update to the status of the planning process, a description of the results of scoping, and an announcement of the upcoming public workshops focusing on OHV use. The planning bulletin was mailed to approximately 735 individuals, agencies, and interested organizations in mid March 2003.

Media Release

A media release announcing the OHV workshops was prepared and issued by BLM on March 13, 2002 to the media listed below:

Associated Press

- Albuquerque
- El Paso

Newspapers

- El Defensor Chieftain
- Magdalena Mountain Mail
- Albuquerque Journal
- Albuquerque Journal – Las Cruces
- Valencia County News-Belen/Los Lunas
- Weekly Alibi-Albuquerque
- Truth or Consequences Herald
- Sierra County Sentinel
- Desert Journal-Truth or Consequences

Radio Stations

- KABR – Magdalena
- KMXQ - Socorro
- KCHS – Truth or Consequences

Other

- Kirtland Air Force Base
- Senator Domenici – Las Cruces
- Senator Bingaman – Las Cruces
- Representative Pearce – Las Cruces

- Representative Pearce – Washington, D.C.

A public service announcement also was distributed on March 13 to KMXQ – Socorro and KABR – Magdalena.

1.3.2 **Public Meetings**

Three public meetings focusing on OHV use were conducted by BLM as shown in Table 2.

TABLE 2
PUBLIC MEETINGS

Meeting Date	Meeting Location
Wednesday, March 26, 2003	Datil, New Mexico
Thursday, March 27, 2003	Albuquerque, New Mexico
Wednesday, April 2, 2003	Socorro, New Mexico

Several display boards illustrating or explaining components of OHV management were placed around the room for those in attendance to review. Representatives of BLM and URS (the consultant assisting BLM) were available to explain the displays and answer questions. Maps illustrating the current OHV designations also were available at the meeting, and the meeting participants were invited to record their thoughts for revised OHV designations or other suggestions directly on the maps. Several handouts also were available at the meeting including (1) Frequently Asked Questions About Off-Highway Vehicle Use, (2) Off-Highway Vehicle Use: Regulation on Public Land, (3) Off-Highway Vehicle Use Management: How Did It Begin, and (4) tables showing Annual Harvest and Permit Estimates Within Socorro and Catron Counties for Mule Deer, Elk, and Pronghorn Antelope.

Each meeting began with an informal open house where the public was encouraged to review the informational displays and discuss OHV use and the RMPR/EIS with BLM representatives. The open house was followed by a welcome address and presentation by the BLM RMPR/EIS Team Leader and OHV Program Specialist. The presentation provided a brief review of the status of the planning process, but the majority of the presentation provided information on BLM's OHV program including the governing law, the relationship between OHV use and environmental resources and resource uses, OHV issues identified during scoping, and the existing OHV management situation. The presentation also offered the roads and trails recommendations provided by the BLM New Mexico Resource Advisory Council (RAC).

After the presentation, comments, management suggestions, and questions were received from the public. To ensure a clear and accurate record, the comments, management suggestions and questions were recorded in writing, as stated, on flipcharts for the audience to view. Also, those in attendance at the meetings were given comment forms to complete and submit.

2.0 COMMENT SUMMARY

2.1 INTRODUCTION

Announcement of the public workshops began in mid March 2003. Although BLM will continue to consider public comments throughout the RMPR/EIS process, BLM asked to receive comments regarding OHV use by April 25, 2003 in order to analyze and address the comments and issues in the studies being conducted as part of this planning process. Comments were submitted to BLM in writing on comment forms and in letters, and oral comments were recorded from the public meetings.

A total of 19 comment forms and letters were received by BLM. A total of 55 people attended the three workshops. Table 3 below is a summary of the meeting attendance and number of oral comments.

TABLE 3
PUBLIC MEETING ATTENDANCE AND COMMENTS

Meeting Date	Meeting Location	Number in Attendance	Number of Oral Comments Received at Meetings
Wednesday, March 26, 2003	Datil, New Mexico	10	40
Thursday, March 27, 2003	Albuquerque, New Mexico	23	35
Wednesday, April 2, 2003	Socorro, New Mexico	22	33
Total		55	108

All of the comments and questions were compiled, reviewed, and analyzed to identify concerns about OHV use, and suggestions for future OHV management. The remainder of this section summarizes the comments received.

2.2 SUMMARY OF PUBLIC COMMENTS

The comments received from the public workshops as of April 25, 2003 primarily expressed concerns about OHV use and provided suggestions for future OHV management. Generally speaking, comments and suggestions received at the Datil meeting focused primarily on concerns ranchers have about damage to vegetation and ranch improvements (fences) caused by OHV use. Comments and suggestions received at the Albuquerque meeting focused primarily on concerns that OHV use will be further restricted in the future. In Socorro, comments and suggestions focused equally on ranching concerns, OHV user concerns, and general concerns about the health of the environment with regard to OHV use. Written comments received after the workshops also were focused equally.

To facilitate review and organization, the comments were organized into two broad categories: Questions and Concerns, and Management Suggestions. These broad categories were organized further by subject matter, such as general comments, damage caused by OHV use, hunting, etc. The comments received are listed by these categories in Table 4 at the end of this section, and summarized below. Please note, however, that there is some overlap among the categories.

2.2.1 Questions and Concerns

General Comments in Support of and Opposition to OHV Use

As stated earlier, the August 2002 RMPA/EIS scoping meetings identified diverse opinions with regard to OHV use, which prompted the BLM to conduct public meetings focused on OHV use. As with the scoping meetings opinions about OHV use continue to be quite diverse.

OHV user groups enjoy the opportunities offered in Socorro and Catron Counties; however, the user groups vary in what they view as the best OHV experience. Some prefer remote trails and/or unmaintained roads, others favor one track trails for motorcycle use, cross-country travel in sand dunes, extreme OHV rock climbing areas, or OHV trails for those who cannot access the public land in other ways.

Those opposed to OHV use cite the importance of ecosystem preservation and the value of experiencing public land in a pristine state. Concern was expressed about damage to the land caused by OHV use (discussed further below), increased noise, and unnecessary consumption of petroleum products. Tight restrictions on OHV use on public land were suggested.

Damage Caused by OHVs

Of the comments and concerns expressed at the meetings and received by mail, many were related to the subject of damage caused by OHV use. People have noticed an increase in the rate of OHV use in the Socorro and Catron County and they indicated that there is a corresponding increase in damage to the land. Concerns were expressed about increased erosion caused by unrestricted/unregulated OHV use and the sensitive nature of vegetation in the area. One commenter noted that when someone drives across an area that does not have a road, the vegetation dies and does not come back for as much as five years, thus creating a new road.

Other comments focused on damage to natural resources and range improvements. It was mentioned that vandalism to natural resources is occurring as well as cutting fences so that new, unroaded areas can be accessed. It was noted that this occurs in all OHV designations: open, limited, and closed.¹ Another commenter noted that it is difficult to manage an allotment if unlimited access is given. BLM also was asked who is responsible for costs incurred to fix damaged fences and other range improvements. Transport of litter and seeds of exotic, noxious weeds by OHVs also was mentioned.

Clear standards and guidance for OHV use were called for in future management plans to reduce the problems associated with damage caused by this recreational use. People felt that increasing or allowing unlimited use would cause more damage to the land. Two specific areas where damage has occurred were mentioned: (1) east of Escondida Lake and (2) Arroyo de la Parida and resultant encroachment on the Veranito WSA. The BLM Socorro Field Office was asked to address the encroachment to keep the OHVs off the WSA. Lastly, BLM was asked how ranchers should continue stewardship of land with intermingled status because the damage caused by OHVs affects private land and State land as well as Federal land.

¹ Open: an area where all types of vehicle use are permitted at all times anywhere in the area subject to various operating regulations and vehicle standards. Limited: an area restricted at certain times, in certain areas, and/or to certain vehicular use. Closed: an area where OHV is prohibited to protect resources, ensure visitor safety, or reduce user conflicts.

Hunting

Although designated as a separate category for this discussion, some of the comments related to hunting focused on damage caused by OHV use during hunting season. People reported that the substantial increase in elk permits in recent years has increased hunters in the area, and as a result has increased OHV traffic and damage to the land. It was reported that one rancher recently received 700 hunting permits for elk. People also reported, however, that the hunts are important to keep animal numbers down, and noted that hunters need to be able to retrieve game in all OHV designations.

Violations/Enforcement

This topic also is related to the damage caused by OHV use, as several comments expressed concern about irresponsible OHV users such as those who cut fences, leave gates open, and take signs as souvenirs. People felt that irresponsible users are a small percentage, but the damage they cause can be extensive. The question of how to stop irresponsible OHV use was asked. One person asked specifically how BLM will control traffic in WSAs. The subject of enforcement was discussed including the difficulties in enforcing use OHV designations without sufficient resources (i.e., personnel, funding) to do so.

OHV Designations

The subject of the limited OHV use designation was discussed. Concerns were expressed that OHV users ignore the limited designation and go off roads and trails. People noted that they have experienced the evolution of small trails into roads that can now accommodate cars. It was noted that it is difficult to enforce the limited designation because roads continually are being created by off-road travel. BLM was asked how to balance OHV use and land protection. One person noted, that allowing OHV use on existing trails, pending completion of the trail designation process, equates to an open designation as OHV use creates new tracks.

On the other hand, concern was raised that if an area is designated as limited, no new routes can ever be established in that area. One opinion expressed was that too many bladed roads have been closed in WSAs. One person noted that the BLM Socorro Field Office currently has a good balance of open, limited, and closed OHV designations.

Inventory

For inventory efforts, OHV users wanted to ensure that all routes are identified including routes that have not been used in years; however, there was concern that once the inventory is complete, it will serve as the first step toward closure of more and more routes.

Other

BLM was asked to keep an unbiased attitude toward OHV use on public lands. The importance of listening to all comments also was noted. Some procedures and policies were discussed including the procedure for installing a gate onto public land from a subdivision plot, how to implement a “green sticker”² program, and the disposition of fees or fines (should go to local BLM Field Office).

² “Green sticker” is a generic term used by different states throughout the West to describe fees levied to fund OHV programs. Vehicle registration fees and fuel taxes are the most common sources of revenue.

BLM was asked to pay particular attention to impacts from OHV use, ensure that pristine landscapes are not damaged, and conflicts with other visitors are minimized. BLM also was asked if other plans were reviewed and considered when making decisions about opportunities and alternatives for management.

2.2.2 Management Suggestions

Specific management suggestions were offered at the public meetings and in the written comments. A summary of management suggestions is included below. Table 4 provides a more detailed list of suggestions presented.

OHV Designations

Of all the suggestions received at the meetings and through written comments, the greatest number and variety centered around changes to the OHV use designations. Suggestions on this topic tended to be varied. For example, suggestions to both eliminate and maintain the designation for open areas and roads were received. It was suggested that BLM designate more areas as open, as well as not close any more trails. Identification and designation of more intensive use areas, as well as enforcement of boundaries for intensive use areas also was suggested. Specific suggestions included excluding OHVs from the bosque, creating open areas in sand dunes, allowing motorcycles to drive in dry river beds, creating a designated area in Tygeras Arroyo south of Albuquerque, and confining intensive use to the south side of Johnson Hill. One suggestion was to allow OHV use only in areas designated as open. Another was that there should be no unrestricted, cross-country OHV use anywhere in the Socorro area; all areas should be designated as limited to existing roads and trails.

Some suggestions related to the limited use designation focused on specific areas, such as changing the designation to limited in a specific allotment and designating the north side of Johnson Hill limited to public roads. One person suggested creating more loops to make the limited designation more palatable to OHV users. Others suggested permitting OHV use on unpaved roads, allowing OHV use on all roads that allow motorized travel, restricting OHV use to only existing roads, and allowing use of all travel routes, regardless of how faint they are.

Suggestions related to the designation for closed areas and roads included closing specific areas such as areas of the bosque that are not designated as parks; WSAs; Areas of Critical Environmental Concern (ACECs); critical wildlife habitat; winter range; areas critical to nesting, breeding or other reproductive behaviors; habitats of threatened, endangered, and sensitive species; and riparian areas and wetlands. Another location-specific suggestion was to change the designation in San Lorenzo Canyon from limited to closed and increase the presence of law enforcement to stop current off-road OHV use. Some people suggested that OHVs should not be allowed on public land, rather the public should use the BLM land by walking or horseback in order to preserve the land for future generations. Another suggestion was to prohibit OHVs in valleys, gullies, and arroyos to protect those areas from erosion caused by OHV use.

BLM was asked to eliminate the seasonably limited designation and, instead, designate the area as limited year round. BLM also was asked to prohibit OHV use unless routes are specifically marked and designated as available for that use. Another suggestion was to designate specific trails in the RMP and then mark those trails so that all users are aware where OHV use is and is not appropriate. Someone also suggested fencing intensive use areas to keep intensive use within the designated area.

It was suggested that BLM include trails for different skill levels and designate them by the skill levels. Specific decisions for four-wheel drive recreational activities included (1) primitive, dispersed

opportunities for backcountry motorized travel via network trails; and (2) special designated use areas for “challenge” four-wheeling activities; that is, landscape suitable for extreme rock-crawling activities.

To address access to some areas, there were suggestions to establish corridors in WSAs, and create roads around private property to reduce conflicts with landowners. BLM was asked to link trails and create additional single-track trails in areas where it is appropriate.

Regarding removal of game, two suggestions were offered: (1) require hunters to use the most expeditious route to retrieve game, (2) stipulate the distance that hunters are allowed to go off the road to retrieve game. One person thought that there should be no time-of-day limit placed on game retrieval as in other States. Also, it was suggested to set limitations on how far someone can go off the road to camp.

Some believe that the current designations are reasonable and no changes need to be made, others believe that no changes should be made because it would be too difficult to change again in the future.

Education

The need for education programs focused on OHV use was agreed upon by both those opposed to and those in favor of OHV use. People noted that there is a need for BLM to educate the public about (1) responsible OHV use, (2) impacts of irresponsible use (such as impacts from cutting fences, soil erosion and its effects), (3) the meaning of the OHV use designations, and (3) the locations of each designation on public land. It was mentioned that many people are just unaware there are rules for OHV use, or unaware what type of use is allowed in each location.

The suggestions included providing the education in schools, in classes similar to the hunter safety classes, and in classes geared to the general public. People also suggested providing educational materials at kiosks in recreation areas. BLM also could enlist the help of OHV clubs in educating the small percentage of OHV users that do not follow the rules. Another suggestion was for BLM to provide detailed maps (computerized via web site and noncomputerized at the BLM Field Office) showing where OHV use is allowed and under what conditions/constraints. One person suggested that it would be useful to access, from a web site, OHV maps that have global positioning system (GPS) coordinates.

A sign program indicating OHV designations was suggested, as well as using grazing permittees to place the signs.

Fines/Fees/Enforcement

Several ideas were suggested for enforcing OHV designations such as levying of fines, and collection of fees to support OHV management strategies (such as education, as mentioned above). Some people believe that the OHV designations should be enforced through levying of fines and/or vehicle confiscation. Others suggested a point system where violations would accumulate points against a license (hunting, OHV), and licenses would be revoked when points accumulated to a certain amount. Suggestions for time of revocation were anywhere from three to five years. One person suggested that when a hunter obtains a hunting permit, the hunter should sign an acknowledgement that, if caught violating OHV designations, he would lose his hunting license (again for a period of years).

Several suggestions centered around raising money to support OHV management such as initiating a “green sticker” program and charging user fees.

To address enforcement, BLM was asked to consider privatization of that function, and/or increasing the number of patrolmen and litter crews if more traffic is allowed. If needed, it was suggested that BLM redistribute the resources necessary to hire more law enforcement. Another suggestion was to use joint enforcement through a memorandum of agreement (MOA) with other land-managing agencies. Keeping track of visitors was suggested as a way to increase accountability.

Lastly, a person noted that the CFR provisions on inordinate, inappropriate damage to public lands should be applied to criminalize destructive OHV use, and disqualify it from any accommodation or consideration in the planning process.

Inventory

At the public workshops, BLM expressed the need to inventory roads and trails. Suggestions provided by the public for accomplishing this inventory included using grazing permittees or other volunteers to perform the route inventory. Also, it was suggested that BLM put the entire planning process on hold until an accurate inventory is completed and presented to the public for review.

Other

Other suggestions included designating campgrounds and lengthening the hunt periods (but not number of hunters) to reduce impacts. Another suggestion was to implement effective, frequent monitoring of OHV impacts, and set clear benchmarks, which if exceeded, trigger closure of an area to OHV.

People thought that proposals for cross-country travel should be analyzed for environmental impacts and, as a whole, the impacts of OHV use should be evaluated on the full range of resources. People also thought that BLM should define on- and off-road travel (e.g., all tires have to be in the track to be considered on-road travel).

Lastly, people thought that having more meetings in each individual community would increase participation.

TABLE 4
CONSOLIDATED COMMENTS FROM OHV FOCUS WORKSHOPS
(items may reflect more than one comment)

Subject	Comments
Questions and Concerns	
General Comments in Favor of OHV	<ul style="list-style-type: none"> • Off-road vehicle use should be permitted on BLM lands. • Enjoy trails that are not used very much. • Considers “one tracks” a better experience for motorcycles. • Likes using the “ways” for OHV travel. • Lease interested in maintained roads when using an OHV. Prefers roads that are difficult to see. • Prefers go cross-country in sand dune areas. • Remoteness and difficulty on OHV routes is a plus. • For motorcycles, the most important thing is the wealth of unspoiled single track riding. • In favor of OHV access (i.e., for those who cannot access the areas another way – such as senior citizens). • There are areas that must be protected, but there are also areas where OHVs can operate without damage.
General Comments Opposed to OHV	<ul style="list-style-type: none"> • It is important to preserve the ecosystem. • Land was unspoiled before off road vehicles, grazing, mining and timbering. • OHVs are destructive to the environment, offensive to the rights of non-OHV users, their advantages to users are far outweighed by the drawbacks, and their use encourages a wasteful culture in our country. • Noise produced by OHVs infringe on citizen’s opportunity to enjoy the out of doors. The right to ride ends with the invasion of the rights of others to peaceful life. • OHVs rob people of meaningful physical activity. • Petroleum consumption as entertainment is the last concept our society should be encouraging. • In favor of the tightest possible restrictions on OHV use on public land.
Damage caused by OHVs	<ul style="list-style-type: none"> • Noticed an alarming increase in the rate of OHV use in Socorro Resource Area and corresponding damage to fragile landscapes. • The land should be protected from the harmful effects of OHV: tearing up the grass, deep ruts that cause erosion, and vandalism to natural resources. • If someone drives across an area without a road, five years from now the road (trail) will still be there. • Opening grassland to off-road vehicle use would create erosion especially in wet weather. • When BLM opens land to OHV use it affects land with intermingled status (BLM, State, and private). How do we continue stewardship program with the State Land Office? The OHV use would cause damage to all lands in the area (BLM, State, and private). • Who is responsible for costs incurred from people damaging range improvements? • Trash and campsites can be found anywhere it is easy and convenient to get to. If more traffic is allowed and more roads are made, it will just be easier to leave trash, theft will increase, accidents and stranded people will increase, and more land will get messed up. • OHVs have done much to transport litter and seeds of exotic weeds. • No OHVs should be used on BLM land unless it is for the good of the allotment. It is hard to maintain the allotment if unlimited access is given.

TABLE 4
CONSOLIDATED COMMENTS FROM OHV FOCUS WORKSHOPS
(items may reflect more than one comment)

Subject	Comments
	<ul style="list-style-type: none"> • Keep public land in Socorro and Catron Counties as close to its present condition as possible and do not allow further damage from OHVs. • If BLM decides to increase access or allow unlimited access, the land would be damaged more. • The problem of OHVs will only worsen if BLM fails to set clear standards and guidance for OHV use in its management plans. • Cross-country travel should not be considered “recreation” because it is so destructive. • In Socorro County there has been extensive and unchecked damage to the landscapes east of Escondida Lake. • New OHV trails are being created along the hills north of Arroyo de la Parida, encroaching into the Veranito WSA. The Socorro Field Office needs to address the encroachment immediately to keep the abuse from spreading. • Does BLM presume that anyone on an OHV is “recreating” regardless of damage to the land?
Hunting	<ul style="list-style-type: none"> • There has been a huge increase in elk permits in recent years, which has caused increased OHV use and damage by OHVs to vegetation and ranch improvements. • The number of hunters is increasing, and as a result causes more damage to the land. • Hunters need to be able to retrieve game, but a one-time track becomes a road. • Need to have hunting to keep animal numbers down.
Violations/ Enforcement	<ul style="list-style-type: none"> • Not sure how to stop the irresponsible OHV user (i.e. the guy who cuts fences or takes signs for souvenirs). • Some OHV riders (a small percentage) to not close gates or stay on trails. • Normal public use is fine, but there are people who abuse it (cutting fences, etc.). • Roads are being created in WSAs by OHVs, when I have to take salt in by horseback. • How is BLM going to control traffic in WSAs? • Enforcement is limited, not sufficient funding for enforcement. • It is difficult to enforce on and off road (when tracks/trails exist even minimally).
OHV Designations	<ul style="list-style-type: none"> • OHV users ignore the “limited” designation and go everywhere. • BLM has a good balance right now for open/limited/closed OHV designations. • Concerned that if areas are designated as limited – that no new routes can be established. • How does BLM apply “balancing test” to use designation (balance OHV use and land protection)? How does BLM define recreation when it affects resources and damages our land. • In recent years trails have evolved from horseback trails to motorcycle trails to four-wheel drive vehicles trails and ultimately to roads that cars can travel on. • Designations on WSAs should apply to OHV users the same as it does to private landowners. • If there exists several 70- to 80-mile loops of single track of varying difficulty, it would be great for motorcyclists. • Single-track trails can be shared with bicyclists, hikers, walkers. • Allowing OHV use on existing trails pending completion of the trail designation process equates to an open designation as OHV create new tracks. • The designation of limited to existing trails creates an enforcement nightmare, with BLM rangers unable to sanction anyone whose wheels

TABLE 4
CONSOLIDATED COMMENTS FROM OHV FOCUS WORKSHOPS
(items may reflect more than one comment)

Subject	Comments
	<p>are on a track, even if that track was made the previous weekend.</p> <ul style="list-style-type: none"> • Too many bladed roads have been closed in WSAs. • In limited OHV areas, can a rancher go off road to grab a cow?
Inventory	<ul style="list-style-type: none"> • Do inventory carefully. Some routes have not been used in years and should not be missed. • After an inventory is done – from that point forward less and less routes are available as routes get closed. Inventory is, but should not be, the first step toward closure. • Without an accurate inventory, instant closures and subsequent, perhaps costly, long term attempts to reopen legitimate travel routes is unsatisfactory, at best.
Other	<ul style="list-style-type: none"> • The RMP should pay particular attention to impacts of OHV use and ensure that pristine landscapes are not damaged and that conflicts with other visitors are minimized. • Can someone who buys a plot adjacent to BLM land put in a gate in the fence? [The owner of the plot has to get permission from the owner of the fence. Fence is sometimes owned by BLM, sometimes owned by the grazing allottee.] • How is a “green sticker” funding program implemented? • Current governor may be receptive to suggestions for funding. • If OHV user associations are pushing for use and local landowners/permittees aren’t heard, decisions may favor users. • Concerned about losing liberties/rights to use the land. • What other plans has BLM looked at to get ideas from? Does BLM review/consider other BLM RMPs when making decisions about opportunities and alternatives? • The majority of people will respect signs if you put them up. • The BLM Roswell Field Office has education for OHV use. • Use normalized terms of measurement when discussing roads. If discussing acres of land, also use acres of roads. Miles of roads versus land area is very misleading and is only useful when considering road maintenance, etc. • More consideration should be given to comments from New Mexico residents that those out of state. • Fees or fines should go to the local Field Office and not general funds at BLM or U.S. Department of Interior (USDI) level. • Continue to keep an unbiased attitude toward OHV use of public lands.
Management Suggestions	
OHV Designations	<p><i>Open</i></p> <ul style="list-style-type: none"> • Eliminate “open” OHV designation. • Do not change “Open” OHV status to “Limited”. • Designate more areas as open. • Do not close any trails as they are becoming more and more limited. • Pick/designate areas as open. This would provide that experience as a trade-off for designating the rest as limited. • Create open designation in sand dune areas.

TABLE 4
CONSOLIDATED COMMENTS FROM OHV FOCUS WORKSHOPS
(items may reflect more than one comment)

Subject	Comments
	<ul style="list-style-type: none"> • Designate areas for intensive use, and enforce the boundaries. • Identify more intensive use areas. • Off-road use of vehicles for any reason (i.e., big game retrieval) should only be allowed in areas designated open for OHV use. • There should be no unrestricted, cross-country OHV use anywhere in the Socorro area. • Allow motorcycle clubs ride in dry riverbeds along the Rio Grande because when the river runs it would erase the tracks and give minnows a drink also. • Suggest creating a designated area for OHV use in Tijeras Arroyo south of Albuquerque. • Confine intensive use to south side of Johnson Hill. • Exclude OHVs from the part of the bosque that BLM manages. <p><i>Limited</i></p> <ul style="list-style-type: none"> • Designate all areas as limited to existing roads and trails. • OHV traffic should be limited to existing roads and not trails or cross-country. • Create loops. Would not object to limited designation if there were a wealth of single tracks to ride on (and loops). • Change my allotment (#1274) to “limited” for OHV. • Protect the archaeological site on Piro Hill on the north side of Johnson Hill by limiting OHV use on there to public roads. Place signs there too. • Permit OHVs on unpaved roads on BLM land. • Restrict vehicle use to existing roads only. • Allow OHVs on all roads that allow any kind of motorized travel. • No not allow driving across roadless landscapes, but any existing legitimate travel route, however faint or ravaged by nature, ought to be open for use. <p><i>Closed</i></p> <ul style="list-style-type: none"> • Protect the river bosque – close those areas to OHV that aren’t designated parks to stop degradation of fragile environment, protect animals and water, limit chance of accidental fire. • The public should use the BLM land by walking or horseback only to preserve the land for future generations. • WSAs; ACECs; critical wildlife habitat; winter range; areas critical to nesting, breeding or other reproductive behaviors; habitats of threatened, endangered, and sensitive species; riparian areas and wetlands should be closed to OHV. • Do not allow OHVs in valleys, gullies or arroyos because erosion follows every rut when it rains. • Change the designation in San Lorenzo Canyon from limited to closed and increase the presence of law enforcement in order to stop OHV use off the main road, which is resulting in creation of new trails, destroying vegetation, and ruining the natural serenity for others. <p><i>General Designation Suggestions</i></p>

TABLE 4
CONSOLIDATED COMMENTS FROM OHV FOCUS WORKSHOPS
(items may reflect more than one comment)

Subject	Comments
	<ul style="list-style-type: none"> • Maintain three categories of OHV use: closed, open, and limited. Eliminate seasonably limited by having restrictions apply all year. • Management through closure is not an option. • Include trails for different skill levels and designate them that way. • Current designations are reasonable at this time. • Use most expeditious route to retrieve game. • Should be no time limitation on game retrieval. • Stipulate that people can drive no more than “x” feet from the road to retrieve game or camp. • Against changing designations because they will not be changed back – too much time involved to change again. • There should be corridors in WSAs to access areas. • Create roads around private property to reduce conflict with landowner. • Develop four-wheel drive recreational activities such as (1) primitive, dispersed opportunities for backcountry motorized travel via network trails; (2) special designated use areas for “challenge” four-wheeling activities, i.e., landscape suitable for extreme rock crawling activities. Develop funding mechanisms and applications for supporting motorized opportunities. • Prohibit OHV use unless routes are specifically marked and designated as available for that use. • Off highway vehicles should be banned, not manufactured because they destroy the landscape, disturb wildlife, and pollute the environment with noise and fumes. • The BLM recreation managers need to be open to future trail linkages or creating additional single-track trails in areas where it is appropriate. • Set clear rules for OHV use to protect the land. • BLM should follow through with current plans to designate specific trails in the RMP, and after designation of trails, clearly mark trails so that all users are aware of where OHV use is and is not appropriate. • Set stipulations on how far someone can go off the road in limited OHV areas (i.e., to camp). • Build a fence to enclose intensive use areas to keep OHV users within the intensive use area.
Education/ Signs/Maps	<ul style="list-style-type: none"> • Provide education about OHV designations and how to have less impact on the land. Provide the education in the schools and for the general public (i.e., hunters) because many people are just not aware that there are rules for OHV use. • Have users take a class similar to the hunter safety class, which provides education on the OHV use designations and responsible OHV use. • Educate the public about the impacts of cutting fences and where they can and can’t ride OHVs. • Provide education materials for users in areas such as kiosks at recreation areas. • Enlist help of OHV clubs in educating the small percentage of OHV users who do not follow the rules. • Have a better sign program to show routes and closed areas. • Use permittees to place signs provided by the government. Government-made and placed signs have more clout than a sign made by private landowner. • Provide detailed maps showing where OHV use is allowed and under what conditions/constraints.

TABLE 4
CONSOLIDATED COMMENTS FROM OHV FOCUS WORKSHOPS
(items may reflect more than one comment)

Subject	Comments
	<ul style="list-style-type: none"> Put recreation opportunities on a web site with GPS coordinates. Provide maps (computerized and noncomputerized) so users know where they are allowed to go.
Fines/Fees/Enforcement/	<ul style="list-style-type: none"> The rules need to be enforced. Fines should be charged and vehicles should be confiscated if the rules are broken. Have violations result in points on the operator's license, such as 15 points given for driving off the road and accumulation of 20 points revokes the hunting license for three years. Maybe increase points given for driving off the road to 20; therefore, one violation results in revoked license. When hunter obtains hunting permit, have him sign acknowledgement that if caught violating OHV rules, hunter will lose privileges for say five years. Consider privatizing law enforcement. If more traffic is allowed, increase number of patrolmen and litter crews. Through the RMP, the Socorro Field Office needs to find or redistribute the resources needed to hire more law enforcement. The CFR provisions on inordinate, inappropriate damage to public lands should be applied to criminalize destructive OHV use, and disqualify it from any accommodation or consideration in the planning process. Use joint enforcement through a memorandum of understanding between BLM/New Mexico Game and Fish/County Sheriff/New Mexico State Parks/U.S. Fish and Wildlife Service and any other law enforcement agencies. Require BLM to respond to requests – specify amount of time BLM has to respond. Horse back and walking visitors should check in with BLM and with the ranchers to prevent erosion, gates left open, vandalism, reduced calf crops, reduced sale weights, litter and trash, dust and noise, and plain acts of meanness. Put fees only on motorized vehicles. No fees for hiking/horseback/mountain bike. Users fees would be a good way to generate funds. Initiate a "green sticker" fund to pay for OHV management.
Inventory	<ul style="list-style-type: none"> Use stewardship program to have permittees survey the roads with GPS. Use volunteers for route inventory. Place entire planning process on hold until an accurate inventory of existing roads/routes/ways is completed and presented to the public for review.
Other	<ul style="list-style-type: none"> Designate campgrounds. Define on- and off-road travel (i.e., all tires have to be in the track to be considered on-road travel). Have more meetings in each individual community will increase participation. Certainly Quemado and Datil, possibly even Pie Town. Many hunters now are allowed in the areas for short periods of time (weeks). Consider allowing the same number of hunters, but over a longer period of time (months) if that would reduce impacts. Proposals for cross-country travel should bear the burden of analysis of environmental effects and justify balance of recreation versus impacts. Implement effective, frequent monitoring of OHV impacts, and set clear benchmarks which, if exceeded, trigger closure of an area to

TABLE 4
CONSOLIDATED COMMENTS FROM OHV FOCUS WORKSHOPS
(items may reflect more than one comment)

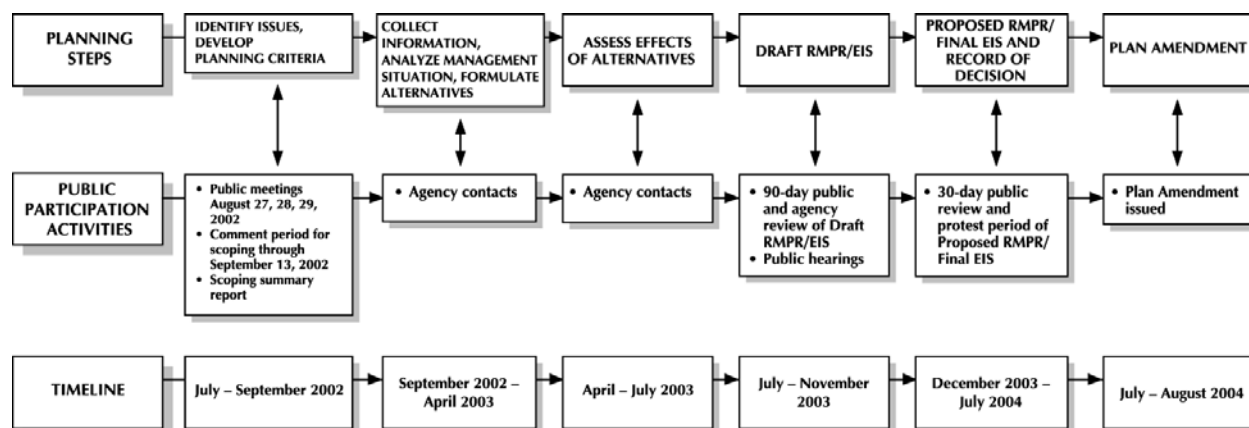
Subject	Comments
	<p>OHVs.</p> <ul style="list-style-type: none"> • Evaluate the impacts of OHV use on the full range of resources present in the area including wilderness quality lands, nonmotorized recreation, grazing, water quality, wildlife habitat, scenic quality, and other uses.

3.0 SUMMARY OF FUTURE STEPS

3.1 INTRODUCTION

The RMPR/EIS process, which is scheduled for completion in approximately 24 months, consists of the following nine basic steps as shown in the list that follows and as reflected in the flow chart below.

- (1) identification of issues
- (2) development of planning criteria
- (3) inventory data and information collection
- (4) management situation analysis
- (5) formulation of alternatives
- (6) estimation of effects of the alternatives
- (7) selection of the preferred alternative
- (8) selection of the plan
- (9) monitoring and evaluation



3.2 PROJECT STATUS

Although the initial scoping period (steps 1 and 2) ended September 2002, the RMPR Team has continued to contact Federal, Tribal, State, and local agencies and interested individuals to gather environmental resource data and other relevant information, and discuss ideas and issues. Concurrently, BLM and its consultant, URS Corporation, have been compiling environmental data to update the BLM's inventory of natural, human, and cultural resources to understand the current character of the two-county planning area and serve as a basis for the analysis and RMPR (step 3). Also, the team has been reviewing the applicable laws, regulations, policies, guidelines, and management direction applicable to each of the environmental resources (step 4). It was at this point in the process that BLM determined the need to seek from the public additional comments to clarify the issues associated with OHV use. As discussed in Section 2, comments received from the OHV workshops primarily expressed concerns about OHV use and provided suggestions for future OHV management. These concerns and management suggestions were reviewed by BLM and will be considered in the next step (step 5).

For the next step (step 5), the interdisciplinary team has been analyzing the current resource data, current regulations and management direction, and issues and management suggestions raised by the public to

identify if there are opportunities to change the way in which BLM is managing public land in the two counties. In early May 2003, the interdisciplinary team began reviewing, discussing, and coordinating these opportunities to formulate a range of reasonable alternative plans. The alternatives will include an alternative considering no action, as required by NEPA. Potential impacts of the alternatives will be assessed (step 6) and the results of the analyses will be documented in a Draft RMPR/EIS, which will identify BLM's preferred alternative (step 7). The Draft RMPR/EIS will be issued and available for public review and comment for a period of 45 days. During the review period, BLM will host public hearings to listen to comments on the adequacy of the Draft RMPA/EIS. Comments on the Draft RMPR/EIS received from agencies and the public will be analyzed and incorporated, as appropriate, into the Proposed RMPR/Final EIS, which will describe the selected plan (step 8). After a Governor's Consistency Review (60 days) and public protest period (30 days), BLM will issue a Record of Decision.

APPENDIX A

HARVEST AND PERMIT ESTIMATES FOR MULE DEER AND ELK WITHIN SOCORRO AND CATRON COUNTIES

TABLE A-1
HARVEST AND PERMIT ESTIMATES FOR MULE DEER WITHIN SOCORRO AND CATRON COUNTIES

Hunting Management Regional Unit ¹	Yearly Harvest Estimate/Projected Number of Hunters ²										
	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000
12	46/615	90/645	60/558	41/403	31/412	154/481	47/301	160/537	148/692	27/374	90/430
13	340/1817	280/1948	371/1776	200/1480	124/1130	385/1518	199/1486	135/1494	342/1278	25/2222	252/1840
14	200/1214	274/1099	122/1084	134/1095	124/999	198/1086	125/938	48/732	64/451	105/690	154/698
15	547/3256	251/2189	300/2331	349/2343	283/2320	277/2091	230/1926	181/1921	74/580	113/719	237/1085
16	578/2486	767/3785	717/3940	536/3826	554/3856	557/4059	344/3270	297/2888	352/3030	355/2761	260/2537
17	896/3984	435/2223	124/420	92/411	121/682	116/516	269/1119	359/937	286/991	334/1362	337/1427
18	108/639	186/849	256/836	292/1051	167/1019	244/1098	113/1019	120/660	81/527	259/903	61/530
19	*	*	80/98	36/68	54/76	49/78	92/213	178/362	11/43	0/4	22/47
20	337/1454	301/1215	417/1532	456/1617	262/1305	177/1096	78/800	138/778	131/823	119/588	119/606
21	556/2421	665/2660	791/2728	605/2265	464/2044	315/2091	282/1560	279/1452	562/2133	303/1965	450/2056
22	127/617	160/631	111/491	92/558	77/548	60/488	4/267	55/252	75/313	113/359	43/219
23	1006/3696	656/2970	825/2782	924/2642	673/2364	437/2105	224/1388	299/1570	487/1240	489/1757	349/1173
38	788/2877	558/2271	968/2718	832/2964	559/2688	578/2996	465/2304	451/2088	560/1894	926/3620	698/2819

SOURCE: New Mexico Department of Game and Fish 2003.

NOTES: ¹ Hunting management unit boundaries do not coincide with the boundary of the Planning Area; therefore, hunting management units may be completely or only partially located within the Planning Area.

² Harvest data reported in combined harvest arms (weapon types) / Projected number of hunters from annual harvest reports. Most deer hunt units are “unlimited”; meaning there is no cap on licenses sold.

* Data not available.

TABLE A-2
HARVEST AND PERMIT ESTIMATES FOR ELK WITHIN SOCORRO AND CATRON COUNTIES

Hunting Management Unit ¹	Yearly Harvest Estimate/Permits Distributed ²										
	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000
12	-----	6/62	7/119	51/141	49/255	76/289	37/203	*/269	100/342	154/496	222/686
13	* /60	8/68	32/152	67/255	58/398	107/481	97/380	*/652	89/730	100/656	163/701
14	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
15A	54/340	176/642	170/700	262/764	235/840	507/1111	603/1203	421/1224	476/1857	672/2292	575/2311
15B	45/340	125/691	118/740	232/772	251/871	165/883	250/957	227/881	314/1184	417/1368	413/1495
16A	262/442	435/1003	402/961	690/1107	624/1252	650/1349	669/1464	659/1347	405/963	452/1130	447/1191
16B	140/604	247/950	183/775	247/777	240/814	290/886	214/813	*/798	243/919	328/1159	240/948
16C	108/220	108/456	145/446	252/501	211/569	300/641	215/624	303/582	146/505	186/503	168/612
16D	166/285	144/362	137/316	411/811	469/909	405/817	448/1084	417/973	248/615	231/615	222/683
16E	-----	147/339	103/302	184/394	216/434	242/527	254/546	280/485	172/476	223/488	260/632
17	-----	56/301	44/262	48/273	20/300	38/301	75/304	*/310	47/314	68/308	77/357
18	-----	-----	*/7	*/6	*/7	*/16	*/16	*/35	*/26	*/9	*/17
19	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
20	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
21A	31/101	76/152	32/125	35/121	63/166	33/138	59/139	*/129	39/225	47/156	52/196
21B ³			30/80	36/78	71/133	49/148	71/110	*/180	59/236	61/183	127/266
22A	40/201	52/246	30/173	54/164	31/153	69/130	74/177	*/339	14/89	17/119	*/149
22B ⁴						39/100	13/100	*/71	*/26	*/56	*/43
23	14/50	*	*	26/70	45/70	133/493	91/212	*/475	94/542	60/283	86/348
38	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

SOURCE: New Mexico Department of Game and Fish 2003.

NOTES: ¹ Hunting management unit boundaries do not coincide with the boundary of the Planning Area; therefore, hunting management units may be completely or only partially located within the Planning Area.

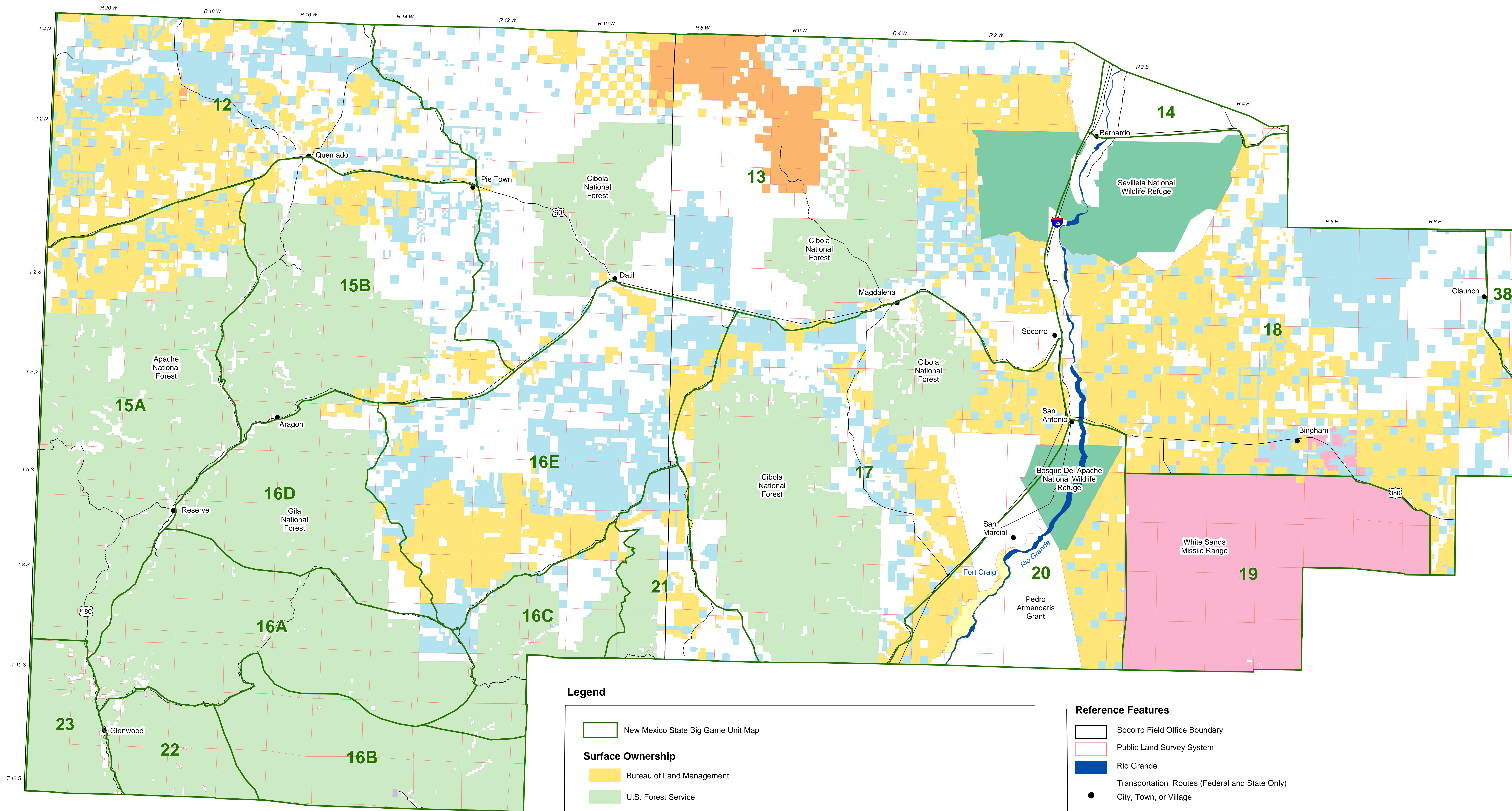
² Harvest data reported in combined harvest arms (weapon types) / Permits issued within each management unit for respective year.

³ Hunt unit 21 was a single unit through 1991 then subdivided into 21A and 21B. 1990 through 1991 data are reported in 21A.

⁴ Hunt unit 22 was a single unit through 1994 then subdivided into 22A and 22B. 1990 through 1994 data are reported in 22A.

* Data not available.

---- Area closed to elk hunting.



Hunt Units Managed by the New Mexico Game and Fish

Socorro Field Office RMPR/EIS

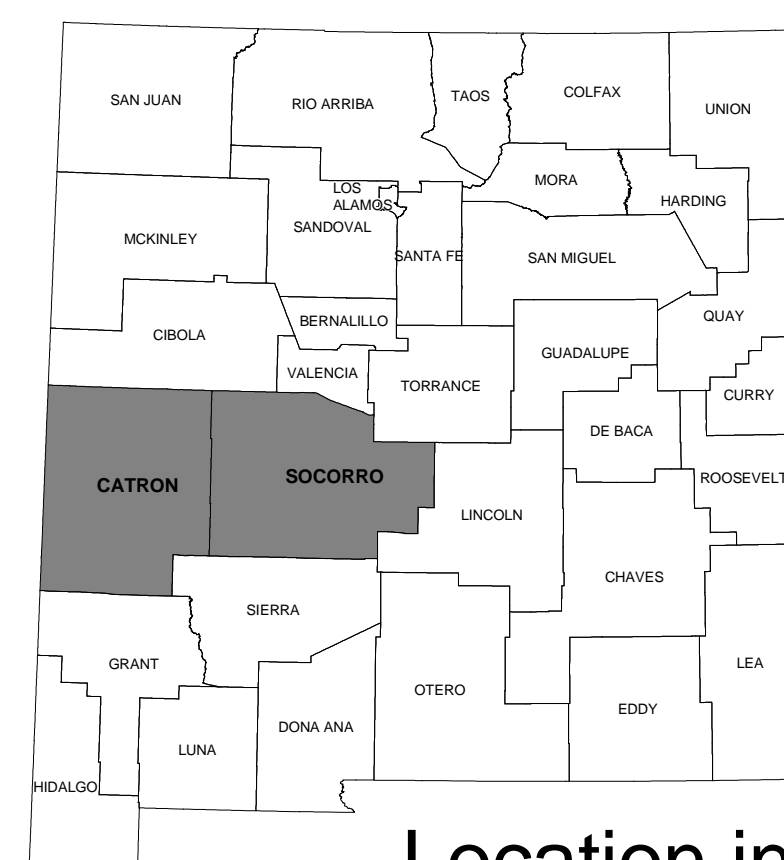
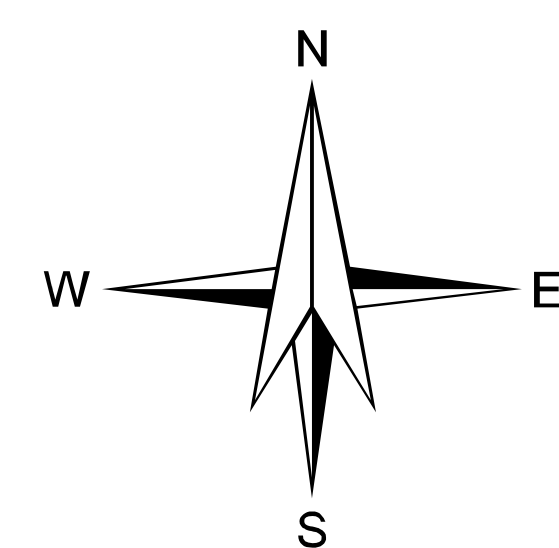
July 1, 2003

Universal Transverse Mercator
Zone 13, Units Meters
GRS 1980 Spheroid
NAD83 Datum

0 2.5 5 10 15 20 Miles

0 2.5 5 10 15 20 Kilometers

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Location in
New Mexico

Legend

New Mexico State Big Game Unit Map

Surface Ownership

- Bureau of Land Management
- U.S. Forest Service
- National Park Service
- U.S. Fish and Wildlife Service
- Bureau of Reclamation
- Department of Defense
- Tribal Lands
- State Trust Lands
- Private

Reference Features

- Socorro Field Office Boundary
- Public Land Survey System
- Rio Grande
- Transportation Routes (Federal and State Only)
- City, Town, or Village

Source:
Base Map Information: BLM, Socorro Field Office 2003.
Game Distributions: New Mexico Game and Fish Department 2002

No warranty is made by the Bureau of Land Management as to the accuracy, reliability, or completeness of these data for individual use or aggregate use with other data, or for purposes not intended by BLM. Spatial information may not meet National Map Accuracy Standards. This information may be updated without notification.



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